Central American NEWSLETTER

Newsletter of the Central American Group of the Spanish Main Society.
Editor: Michael P. Birks, 36 Trevor Road, Flixton, Manchester M41 5QH. England. 0161-747 5924.

Vol.IV, No.71 April 1998

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The **Central American Group** is a part of the **Spanish Main Philatelic Society,** the leading Society in the world for collectors of Latin America. The journal of the SMPS is *The Mainsheet*, published quarterly, and is free with your subscription. The Secretary is Brian Moorhouse, PO Box 105, PETERBOROUGH PE3 8TQ, England. Phone 01733 2687078. The subscription is currently £8 in Europe or $20 elsewhere. Cheques in sterling of US$ should be made payable to "The Spanish Main". A three year subscription of £21/$54 and a five year subscription of £30/$80 are available and payment for these longer subscriptions may be made by Access, Mastercard or Visa. The minimum subscription is one year. If joining during the course of the year the appropriate part subscriptions should be added - Feb-Apr £6/$15; May-Aug £4/$10; Sep-Nov £2/$5 to pay through to the following January when the subscription paid will come into effect.

The **Central American Group** caters for the collectors of Mexico to Panama. Its journal, which you are now reading, is published quarterly, and is available by annual subscription. The subscription is currently £8/$15 resident in the UK or in Europe, or £11/$19 elsewhere. The minimum subscription is one year. If joining after June 1st, add 50% to pay through to the following January when the subscription paid will come into effect. Cheques in sterling payable to "The CA Group" should be sent to the treasurer, David Hankey, 2 Prince's Drive, Marple, STOCKPORT SK6 6NJ, England. Phone 0161-449 0693. We shall be pleased to forward the relevant portions of multi-subscription cheques to the SMPS or the Chile Group.

We regret we cannot accept dollar cheques for subscriptions because each cheque costs £5/$8 to negotiate.

Back issues are available to members at 75p/$1.50 each, although Volumes 1 and 2 are sold out. Non-members may request a sample copy for 75p/$1.50 post paid. Requests for back issues should be sent the the Editor, to whom cheques should be made payable. Undated dollar cheques are acceptable for this service.

The group leader is Richard Saundry, Gwrych Cottage, Godstone Road, Bletchingley, REDHILL RH1 4PL, Surrey, England. Phone 01883 742186.

The group does not run a packet. The SMPS Packet Secretary is Brian Sylvester, 3 Russell Court, St Lukes Road, MAIDENHEAD SL6 7AP Berkshire, England. Phone 01628 784555.

Although most packets are of a general nature, there are occasional specialised one country packets. Good and unusual material is always wanted.

Owing to insurance difficulties, the packet is not available to overseas members, although we shall be pleased to accept material for inclusion from them.

The auctioneer of the SMPS is Brian Moorhouse, to whom Auction and Private Treaty lots should be sent. Brian is a dealer, and will include your name on his mailing list if requested to do so.

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Vol.IV, No.71 **April 1998**

EDITORIAL

Enclosed with this issue is a flyer detailing Spanish Main meetings for 1998. It is hoped that with plenty of notice more of you will be able to attend the meetings. It should be noted that not all meetings are in London and so Northern members have an opportunity to see some first class displays in York in August. There are usually a lot of Americans in York in August - anyone coming from the States?

On the subject of our overseas members, we are trying an experiment this year. We are inviting photocopied displays for the Spanish Main Cup in December, and already we have had one entry. So there is plenty of time and when copied you do not have to keep the display intact, and you could submit it for several years afterwards!

Our congratulations to Richard Washburn who received a Large Vermeil for *Honduras: C19th Postal History and Stamps,* at Pacific '97. A magnificent achievement not to be repeated, since Richard has now sold his collection.

At the Spanish Main meeting on Saturday 22 November 1997 which was the day for the Cup competition and the A.G.M. the numbers were down on last year's "Cup" meeting and it was considered to be due to lack of adequate advance notice, so we are trying to rectify this.

For those who attended, this was an enjoyable day. It started with a display brought by John Fosbery formed by the late Leo Harris on the theme of Art as portrayed on the stamps of the Latin American countries. This gave scope to 21 countries and all forms of art from reproductions of oil paintings on the grand scale showing famous battles and deeds, to lovely ladies, yes some of them nude too.

At 11.30 am. we started the A.G.M. chaired by Hamish Reid. A report is enclosed with this issue.

After lunch came the Spanish Main Cup competition. The standard was extremely high and made viewing an exceptional treat. Each entrant was able to give a short talk about their exhibit and the judging was achieved by secret votes from all the members present. Chile, Official stamps of Costa Rica, postal stationery cards of Peru from 1898 - 1902, Cuba: José Marti issues, and a very rare collection of Peruvian Consular stamps were all shown.

By a large margin of votes the winner was Dennis Lavery for his Cuba. This exhibit found favour as it covered new ground for those present and encapsulated within one frame the range of interest which Cuba has to offer. Hamish presented the Cup amidst acclamation and congratulations.

For the diary:-

Saturday 14 March 1988 10.30 a.m..
Spanish Main Meeting at the Victory Services Club,

Thursday 23 April 1998 1.00 p.m. - 3.00 p.m..
Spanish Main Meeting at "Stamp 98", Hospitality Room,
Wembley Exhibition Centre, London

Saturday 20 June 1998 10.30 a.m..
Spanish Main Meeting at the Victory Services Club.

Saturday 1 August 1998 1.00 p.m. - 6.00 p.m.
Spanish Main Meeting at York Stamp Fair, The Racecourse Stand

ENTA AND THE FIRST DOMESTIC AIR MAIL SERVICES OF COSTA RICA

(Part 1)

by Dr RICHARD H SAUNDRY

One of the more neglected areas of Central American aerophilately is the study of the development of domestic air mail services. All the republics of Central America have at one time or another either had, or continue to run, domestic air mail services, but the aerophilatelic aspects of these activities tend to be neglected by the vast majority of collectors.

The reasons for this are many, including the fact that little has in general been written about them. Probably, however, the main reason for the unpopularity of domestic airmails among collectors stems from the fact that the republics of Central America (with the possible exception of Mexico) have never had the independent resources or capabilities to implement airmail services without the agency of outside help. For outside help read "the United States", and such help invariably came in the guise of Pan American Airways, often described (in aviation terms) as "America's chosen instrument". For this very reason sustained international air mail services for each of the Central American Republics developed before domestic air mails.

There were of course a few isolated yet celebrated exceptions (here I am thinking of Honduras in particular where a domestic airline, Central America Air Lines, founded by Dr. T. C. Pounds, flew the mails in the 1920s), but by 1930 only the international services provided by PanAm were operative. Most one-country collectors for very understandable reasons generally only focus on collecting aspects of their favourite republic's foreign airmails, principally because international airmail services preceded domestic airmails, and they have the mistaken belief that the older their material is the more desirable it must be. Collectors often forget or entirely neglect domestic air mails should they exist. This, in my view, is a great pity since the internal airmails of any Central American republic is often fascinating, and within the context of the county concerned was often of great importance.

Domestic air services often provided necessary modes of communication which in their absence would otherwise have proved almost impossible to sustain by alternative surface means such as oxcart, mule train, ship or railway. Implementation of domestic air services provided the infrastructure that allowed rapid communication over very inhospitable terrain such as mountains, impenetrable forests, or non-navigable rivers.

"Blinkered" collectors who prefer to collect only the foreign airmails should always remember that it was the domestic airlines that often provided vital feeder airmail services connecting through to the international services, and internal airmails should be regarded very much as an important part of the story of the development of foreign air mail services.

Having stated where I am coming from, let us turn our attention to consider the development of domestic airmails in Costa Rica. The need for internal airmails in this Central American republic has been amply documented elsewhere by many other commentators, most being better informed than I. Suffice to remind you, however, that if one were asked to state a case for internal airmail services for Costa Rica one would probably not have to look any further than to the winter of 1928-1929 and to the great problems resulting when San Jose and Puerto Limon were physically cut off from each other because of the washing out of the connecting railway.

Although the need for domestic airmails was thus proven beyond all reasonable doubt at that time, Costa Rica did not immediately have the wherewithal to inaugurate such a service. It was not until 1932, by which time that Costa Rica had already been enjoying full international airmail services for over two years (inaugurated 11 March 1930), that there was any serious attempt to provide an internal airmail service.

The Existing Literature.

Costa Rican domestic air mail covers do exist in reasonable quantities but the literature concerning them is minuscule, particularly that which has appeared in English. For this reason I think it a useful excercise to restate most of what I believe is currently known about the beginning of Costa Rican internal airmails so that it should be more accessable to the vast majority of English-speaking collectors. Hopefully what I write will be of help to current and future collectors, and possibly stimulate others to begin collecting this rather neglected area of Costa Rican aerophilately.

In this regard I lean heavily on the articles written in Spanish by Sr. Fred O'Neill G.; in particular those that appeared in 1982 in Repertorio Filatelico Costarricense (Vol. 30 pp. 5-7, and Vol. 31 pp. 9-10). A further useful article from the pen of Señor O'Neill appeared in Repertorio Filatelico Costarricense No. 107, pp. 1-6 (1989) dealing with the fantasy stamps found on some covers (see below), and there are isolated references in Oxcart.

If I am to be charged with plagiarism I will have to hold my hands up and plead guilty, but in truth without Sr. O'Neill's seminal articles there would be precious little of worth I, or anyone else for that matter, could write on the subject. I don't read or write Spanish without recourse to a dictionary so any inaccuracies that have crept in through my mis-understanding of the original Spanish text is entirely my fault. In any event anyone interested in the subject of Costa Rica domestic airmails is strongly recommended to read O'Neill's original articles for his or her self.

The First Domestic Airline Company of Costa Rica.

The story of Costa Rican domestic airline services begins 2nd. March 1932 when **Empresa Nacional de Transportes Aereos,** or **ENTA** in short, was founded. This fledgling airline was initially comprised of three small aircraft (I don't presently know what type), none of which was in very good state of repair. The routes initially flown (not an airmail service) provided infrequent services from the capital, San Jose to the outlying towns and cities of Liberia, Tempisque, Santa

Cruz de Guanacaste, Nicoya, Limon, Puntarenas and San Isidro de El General. To exemplify the need for this service we could cite the town of San Isidro de El General. This town in the Province of San Jose, was not really that far from the capital, but was nevertheless in 1932 very isolated. Surrounded by fertile soils and very dense woodland it could only readily be reached by air, thus there was a real need for an airline such as ENTA.

The initial services operated by ENTA were irregular since there were no firm contracts underpinning the airline's operations, with the result the manager, William Schoenfeldt, petitioned the National Congress of Costa Rica seeking financial backing and an airmail contract in particular. Any agreement had to include details of the routes to be covered, the freqency of the flights, size of the fleet of aircraft, and the cost to the Government for operation of an airmail service, and so on. Apparently the resulting discussions were not straight forward and were debated not without acrimony by the deputies in Congress, but at length an accord was reached on 29 August 1932, the date that really marks the beginning of legal commercial aviation in Costa Rica by a local company.

Apparently the terms of Governmental backing (an airmail contract of 8,000 Colones per year) required that the airline should commence services on or before 29th. October. Unfortunately this was probably the least favourable date possible to commence air services in the country since it was precisely at that time that Costa Rica experienced very severe storms and the airfields became unusable through waterlogging, and the fragile aircraft that ENTA then had could not be used. ENTA found itself in a very tight spot if it were to comply with the terms of the contract.

There really was no shame attached to ENTA in initially not honouring the terms of their agreements to the full. A compromise was reached to account for the bad conditions at the various landing sites, in particular following the torrential flooding experienced in November 1932. Only one or two flights to Liberia and Puntarenas were realised at this time by the daring ENTA pilots Kenneth Poe and Robert Fresblade, and we assume that none of these flights carried mail. The first of the two North American pilots, Kenneth Poe, made his home in Costa Rica and married a lady from Guanacaste, and went on to write a brilliant page in the annals of commercial aviation, but later perished near the Azores whilst captaining a "Constellation" aircraft belonging to the Colombian airline AVIANCA.

ENTA announced on 24th November that their two pilots Poe and Fresblade had that very day departed to the United States, via Pan American Airways, empowered to negotiate for the purchase of a Fokker aircraft. Should this larger aircraft be incorporated into its flotilla ENTA would have the means to fulfill the terms of its contract. We do not have details of the business conducted by the pilots in the United States or exchanges that allowed satisfactory conclusion of their mission, but in the 24th January 1933 edition of the Costa Rican newspaper "La Tribuna" we read the report of the arrival in the country of the Fokker, capable of carrying up to eight passengers, and that ENTA were hastening with all possible speed to inaugurate a cargo and airmail service into the interior of the country.

Catalogue References.

There are a few oblique references to the first internal airmail flights of Costa Rica in standard airmail catalogues:

In the 1934 supplement to the "Standard Airpost Catalogue" appears a single reference:

> "12. 1933. February 3. San José to Urena, via Santa Cruz de Guanacaste. Inaugural flight of the interior airmail service. Special cachet: "Servicio Postal de Costa Rica / Primer Correo Interior /3 de Febrero de 1933." A total of about 50 letters were flown to all the destinations."

Later, in Frank Muller's "Catalogue des Aerogrammes du Monde Entier 1950", reprinted by FISA in 1970, the following references:

"31	1933	3 February	San José - Guanacaste - Urena (CS) 50
"31 a		4 February	Urena -Guanacaste - San José, id.

For reasons set out below these two entries only tell part of the story. The Muller catalogue, for instance, suggests the flight to Urena was on 3rd. February, and a return journey made over the same route the following day. This was not the case (see below). The figure of 50 covers appears in each of these two references, but does this mean 50 covers to each of the destinations, or a grand total of only 50 covers carried? We can only wonder!

As for Urena, this is/was an alternative name for San Isidro de El General, a town in the south of the country. Thus we have a major problem, to say the least, since Guanacaste is the remote north west province of Costa Rica and is no way near San Isidro de El General in the south. It is difficult to imagine any one flight that would encompass both parts of Costa Rica, but the relatively small size of the country could have allowed more than one flight from San Jose during the day.

The First Flight Cachets.

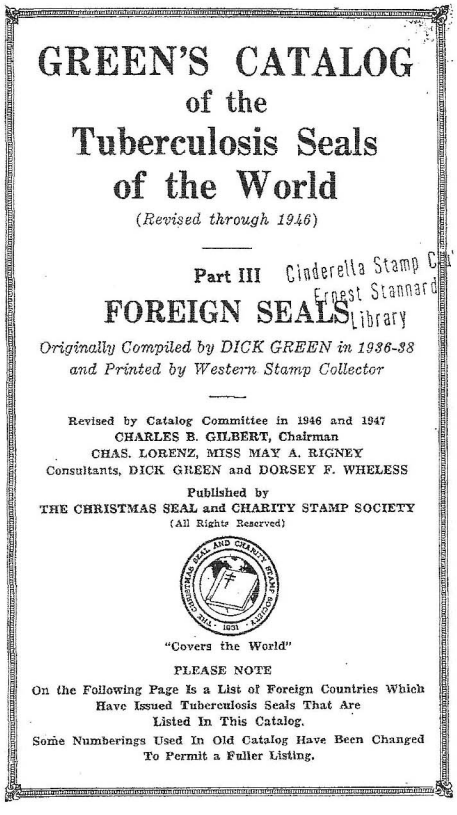
With the inauguration of internal airmail services early February 1933 a special commemorative cachet was provided by the Direccion General de Correos in San José for use on the various first flight covers. The cachets (plural because used different days with altered dates in the cachet) were rectangular (50 x 27 mm.) bounded by double frame lines. The legend was in three lines:

"Serviejo Postal de Costa Rica
Primer Correo Aerco Interior
(date) de Febrero de 1933."

The cachets were invariably struck in violet. It would not have been difficult to have arranged for the special handstamp to be made locally. Similar cachets for first flight covers elsewhere in Latin America at this period are known.

Recently I found a first flight cover flown Puerto Cabezas, Nicaragua to the Canal Zone in 1930 (AAMC No. F5-46), (see Jack Knight Air Log (1997) Vol. 54, No.4, pp. 41-42) and my good friend Dr. Neal West has a similar cover flown Puerto Cabezas to Miami (AAMC No. F5-47). Incidentally the amount of mails flown these Nicaraguan dispatches was very small, and the American Air Mail Catalogue (AAMC) reports Nicaragua did not use first flight cachets; the fact they did is not relevant to our present discussions. Both Nicaraguan covers, however, do have **similar first flight cachets** (like the Costa Rican ones, but different dimensions) with the wording altered to reflect different destinations. It must have been possible to disassemble or reassemble the type at will. Possibly such handstamps with movable type were available almost anywhere in the 1930s and could be pressed into service at short notice by any postal administration.

to be continued



GREEN'S CATALOG
of the
Tuberculosis Seals
of the World
(Revised through 1946)

Part III
FOREIGN SEALS
Originally Compiled by DICK GREEN in 1936-38
and Printed by Western Stamp Collector

Revised by Catalog Committee in 1946 and 1947
CHARLES B. GILBERT, Chairman
CHAS. LORENZ, MISS MAY A. RIGNEY
Consultants, DICK GREEN and DORSEY F. WHELESS

Published by
THE CHRISTMAS SEAL and CHARITY STAMP SOCIETY
(All Rights Reserved)

"Covers the World"

PLEASE NOTE
On the Following Page Is a List of Foreign Countries Which Have Issued Tuberculosis Seals That Are Listed In This Catalog.
Some Numberings Used In Old Catalog Have Been Changed To Permit a Fuller Listing.

Cinderella Stamp C
Ernest Stannard
Library

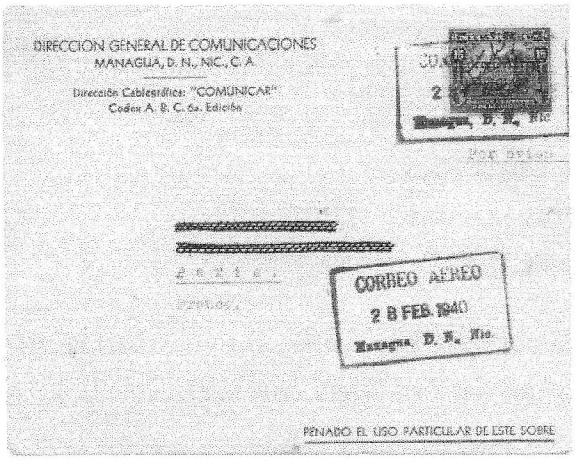
LETTER TO THE EDITOR from Bill Parmenter

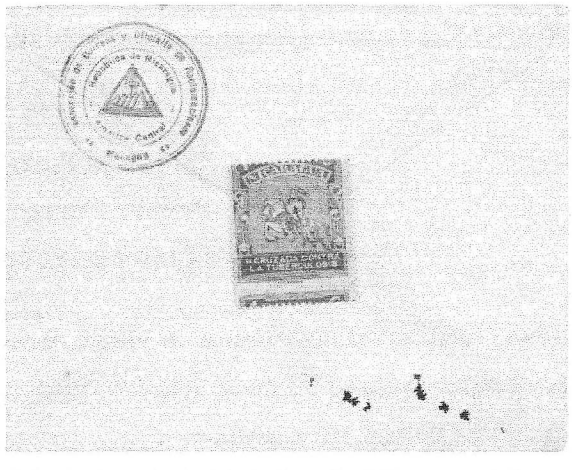
Bill Parmenter sends us a copy of an entry from Green's Catalog of the Tuberculosis Seals of the World, asking if anyone has seen one.

◄ **NICARAGUA** ►

1. 1937 Armored knight on horseback with shield bearing d-b cross; at top value 1 ctvo. and "NICARAGUA" over rider; across bottom "la Cruzada contra la Tuberculosis" red and blue ..... VR 30x35½
x) sheet of 25 5x5 PM4S.
NOTE. These seals come in varying shades of blue from a very pale to a very dark color, but all are reported to be from one printing.

Well the answer is "yes". I illustrate an example full, size and both sides of a cover sealed with one of these labels. It is inscribed "1st Crusade" but there is no mention of a second label in Green's listing. Does VR mean "very rare"?





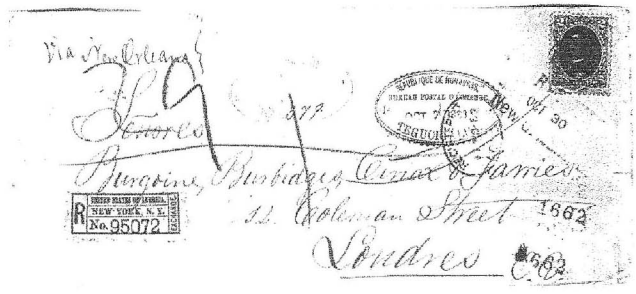
28 February 1940. An official cover to Paris sealed with a Tuberculosis label, inscribed "!st Crusade".

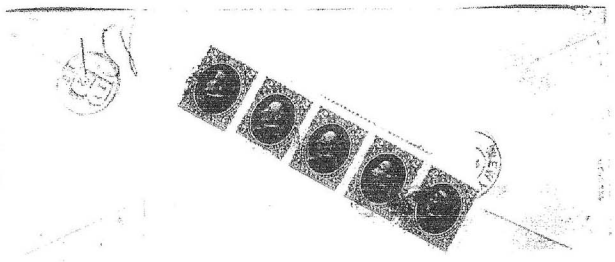
HONDURAS: SOME MORE REGISTERED COVERS

by RICHARD A WASHBURN

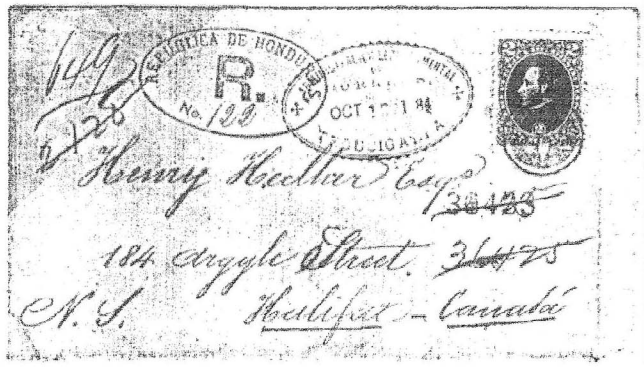
Stanley Gibbons New York auction of March 17, 1981, featured, on page 70, a registered cover to France described as "one of two known [Morazan] covers", and in the last issue a newly discovered third was shown. The cover sold in that auction, and illustrated on page 114 of our journal, was oart of my collection whilst the "newly discovered" cover was new to me.

I detail an inventory of these rare and expensive covers which are known to me.





1. Legal size cover. Oct 7, 1889 to London. 2r + 5x2c on reverse. R# 379.



2. 2r. Oct 13,1884 to Halifax R# 122

3. 2r + 1r. Dec 20, 1884 to J Hart & Co, London. R# 265 (whereabouts unknown)

4. 2r. Feb 14, 1885 to Berne, Switzerland. R# 402

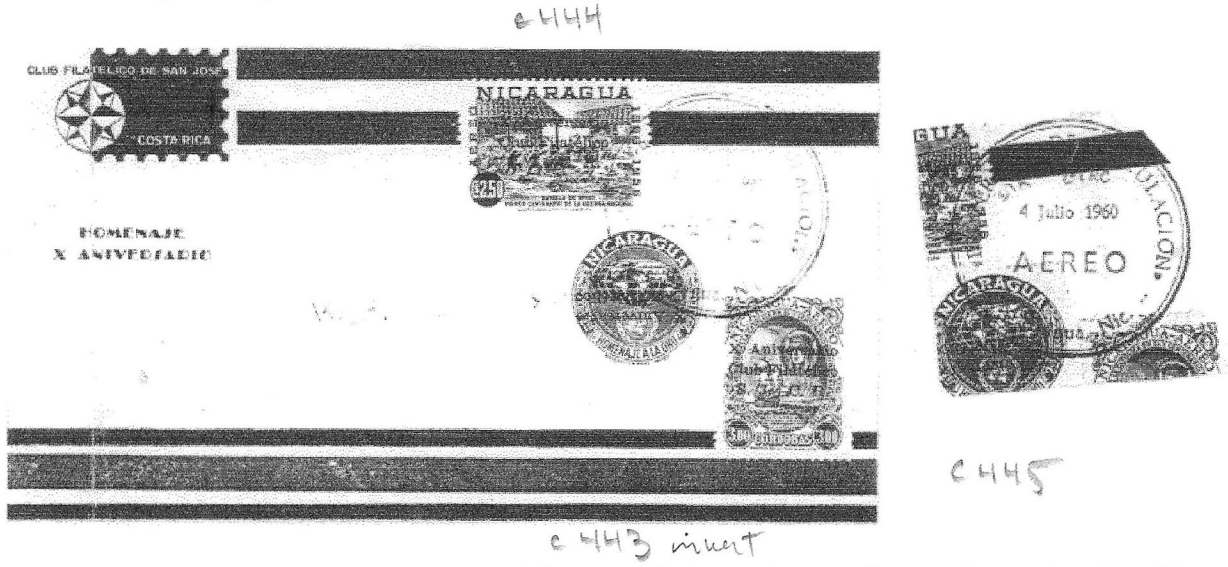
5. 5r + 2x1r. Sept 2, 1885 to Oregon, USA. R# 100.

6. 2r. 1887 to Pris R#837 and 7. 2r. Nov 16, 1889 to Berlin R# 655, both illustated in Issue 69, October 1997.

Further information would be welcomed.

LETTER TO THE EDITOR from J A van RIJN

Once more I came across a special item which may be of interest to you. This copy of an envelope that I recently bought in our annual club auction [can you believe this man's luck!-Ed] shows an inverted overprint on a 2 Cordoba stamp of the 1960 issue on the occasion of the 10th Anniversary of the founding of the philatelic society of Costa Rica.



As this particular invert is not mentioned in any of the major catalogues I wonder if collectors know of its existence. Perhaps it is listed in a specialised Nicaraguan catalogue. Being stuck on an envelope from the Club Filatyelico de San José and is not commercially used, leads me to believe that it is probably well known to specialists. Are any other values in the set known inverted?

LETTER TO THE EDITOR from Bill Parmenter

I have enclosed a copy of a cigarette revenue stamp which I believe I have seen under a Nicaraguan listing. It could be a private issue. The gentleman looks to be military so maybe there is a clue there. Any ideas?

[The stamp is inscribed "Fabrica de Valencia". There is a Valencia in Spain and another in Venezuela but not, I believe, in Nicaragua.
Comments welcome. - Ed.]

You will notice that with this issue is included a flyer advertising future meetings of the Spanish Main. In particular I would like to draw the attention of collectors of Nicaragua to the York meeting at which I shall be showing Nicaraguan Revenues. I know this is the first showing of this material in this country and probably the first showing of these stamps ever. At this meeting I hope to have ready a copy of my illustrated listing which I will be sending to those who leave their name and address and 26p postage. To anyone overseas who is interested $1 and your name and address will secure a copy but I cannot say how many months it will be before it is finally finished, so patience will be necessary.

NICARAGUA: POSTAL RATES FROM 1913 - Part 6

by MICHAEL P BIRKS FRPSL

Pan-American Rates: On 29 April 1939 postage rates increased again but only by 1 centavo to 8 centavos for a single letter weighing up to 20 grams.

C237 2 6183 6 C242 8

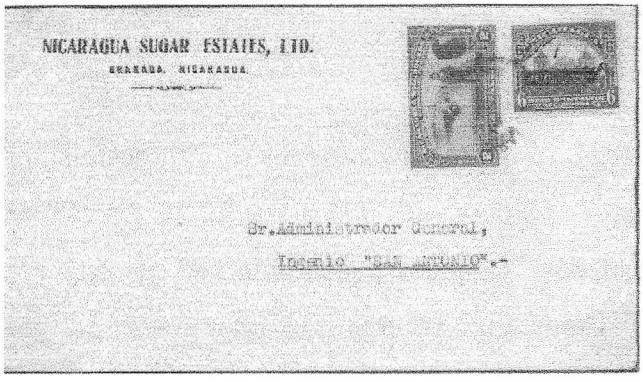


Figure 1: 29.04.39 Granada to San Antonio franked 8c

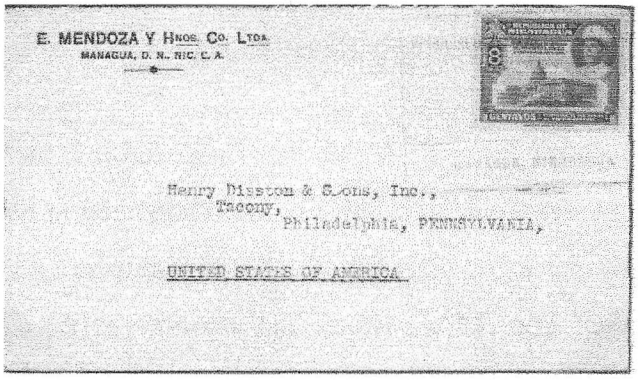

E. MENDOZA Y HNOS. CO. LTDA.
MANAGUA, D. N., NIC. C. A.
Henry Disston & Sons, Inc.,
Tacony,
Philadelphia, PENNSYLVANIA,
UNITED STATES OF AMERICA

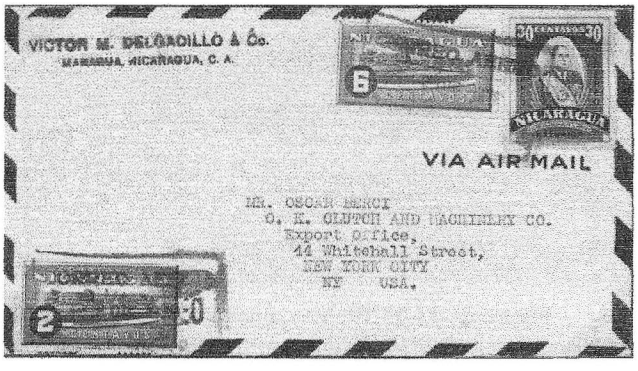
Figure 2: 08.05.40 Managua to USA franked 8c

15 Oct 1937

The airmail surcharge increases dramatically at this point. The weight step is reduced to 5 grams whilst the rate doubles to 30 centavos, effectively a six-fold increase as war breaks out in Europe.

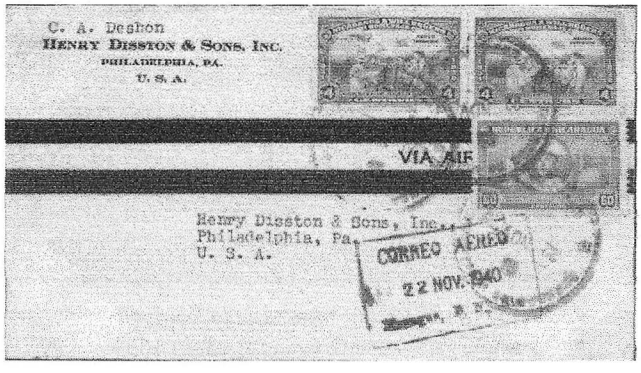
29 April 1939

677 6 C233 30



675

Figure 3: 02.12.39 Managua to USA
A single rate, single airmail cover franked 8c + 30c.



C239 4 x2

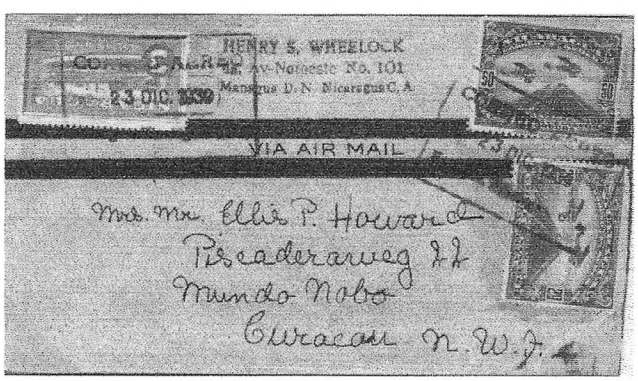
C249 4

Figure 4: 22.11.40 Managua to USA (latest seen)
A single rate, double airmail cover franked 8c + 60c.

C238 3 C117? 30 C248 50

Figure 5: 8.8.40 Managua to New York
A single rate, triple airmail cover franked 8c + 3x30c

stamp on back?



C167? 50
676 3

C165? 20

Figure 6: 23.12.39 Managua to Curacao
franked 73c (8c + 65c).

Kay Rasmussen can show a cover dated 8 August 1940 rated 98c (figure 5). This important cover can only be a single rate, triple airmail cover (8c + 30c + 30c + 30c) and proves that the airmail weight step has been significantly reduced. Until a 128c cover shows, I cannot be 100% certain that the weight step is 5g, but what else can it be? A 166c cover would be the next step (2x8 + 5x30c). Does anyone have either of these?

The cover, Figure 6, demonstrates an air mail rate of 65c to Curacao, presumably for the same 5g. The cover is certainly flimsy enough.

Overseas Rates: As the Pan-American rate increased, so did the overseas rates. The basic letter rate increased from 22½c to 30c, illustrated in figure 7. UPU records give a second weight step of 18c per subsequent 20g but I am unable to confirm this. Overseas registration and AR fees are taken from UPU records and are not confirmed. Those same records give rates which are not accurate for postage and airmail and weight steps!

The airmail surcharge to Europe increased to 35c for 5g as demonstrated by figures 8 -10.

C164? x2

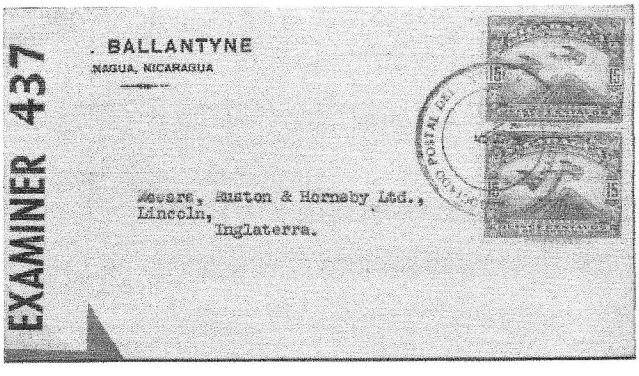
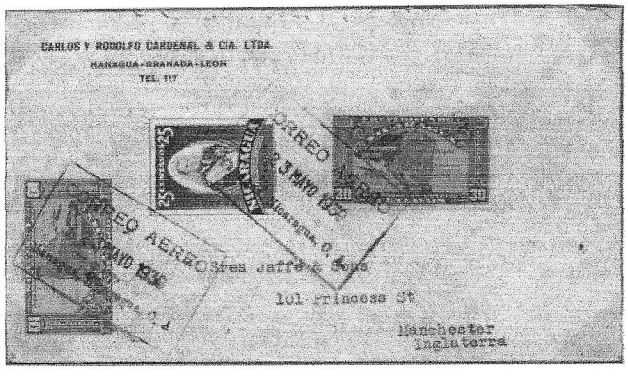


Figure 7. 05.06.41 Managua to England
A single rate, surface cover franked 30c.

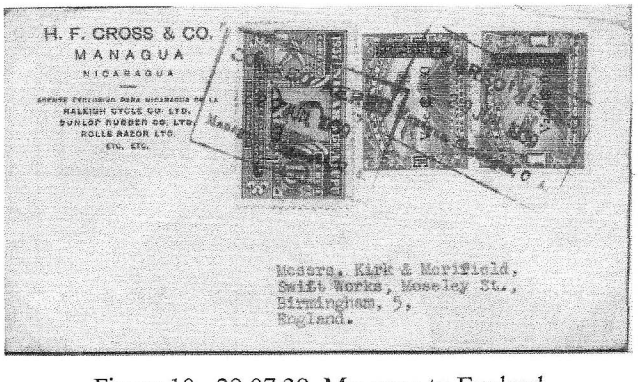


C190 30
C232 25
C186 10

Figure 8. 23.05.39 Managua to England
A single rate, single airmail cover franked 30c +35c.

C187 15
C165? 20
659? 10
661? 20

Figure 9. 28.05.39 Managua to France
A single rate, single airmail cover franked 30c + 35c.



C221H 15
C117? 30
C120? 55

Figure 10. 29.07.39 Managua to England
A single rate, double airmail cover franked 30c + 70c.

From January 1940 overseas covers cease to fit the 35c airmail surcharge, and a surcharge of 30c, a reduction of 5c, appears to fit. Figure 11 is two covers from different sources to different English addresses franked with the same stamps totalling 90c. The 90c rate is not accidental since one cover has a pencil annotation of "90".

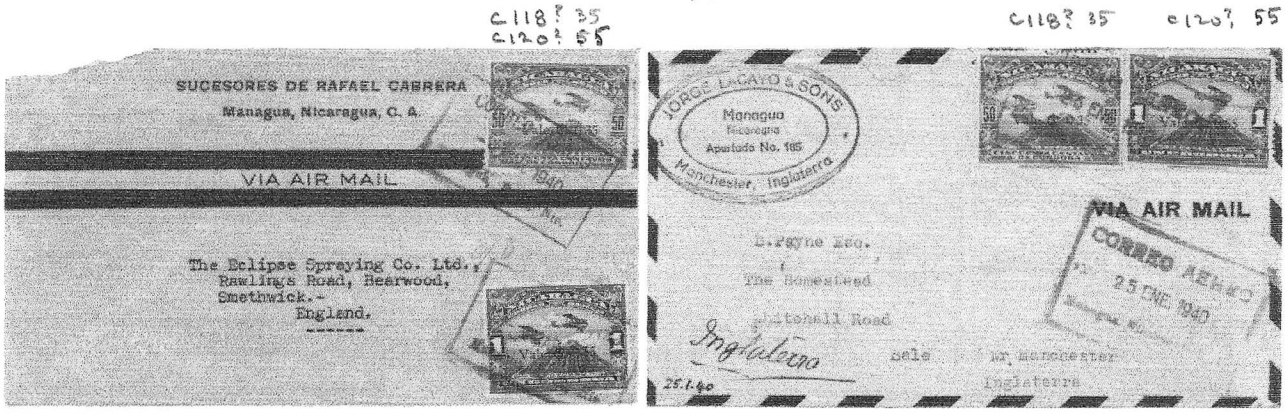


Figure 11. Two covers to England each franked with a 35c on 50c and a 55c on 1C adhesive.

The change would have occurred some time between 22 September 1939 and 25 January 1940 and figures 12-15 support the change to 30c per 5g for the airmail surcharge.

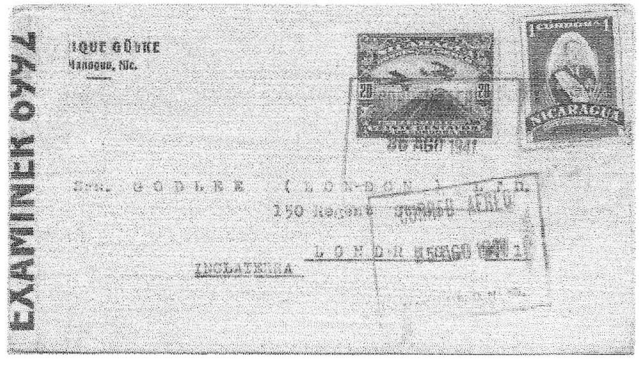


Figure 12. 25.08.41. Managua to London. 11-15g.
Single rate, triple air, franked 30c + 90c = 120c

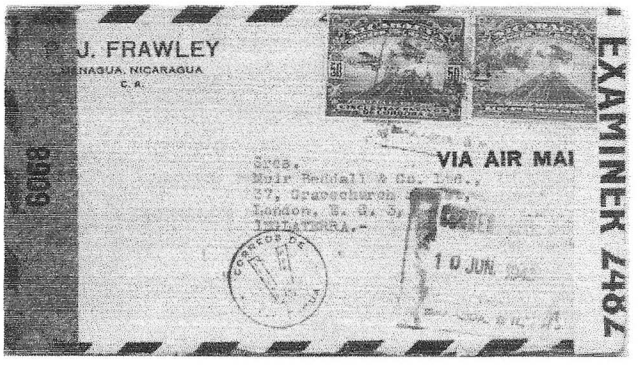


Figure 13. 10.06.43. Managua to London. 16-20g.
Single rate, quadruple air, franked 30c + 120c = 150c.

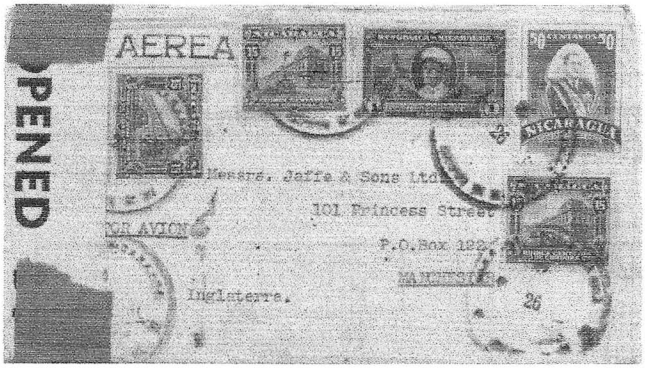


Figure 14. War years. Leon to Manchester. 21-25g.
Double rate, quintuple air, franked 60c + 150c = 210c.
(15c stamp under seal)

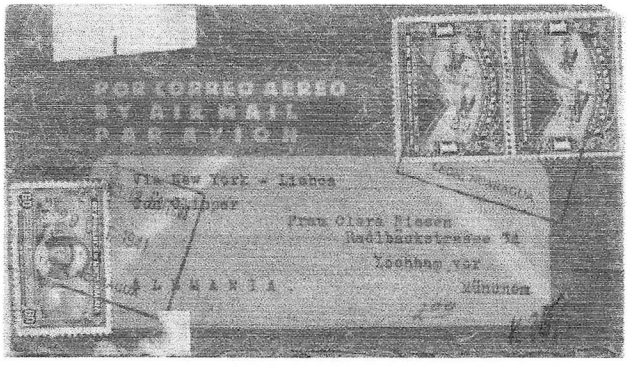


Figure 15. 29.10.41. Leon to Germany. 31-35g.
Double rate, septuple air, franked 60c + 210c = 270c.
(10c stamp on the back)

From the collection of Kay Rasmussen comes Figure 16, which is a 5g registered cover of this period. Assuming that the postage is 30c and the airmail is also 30c, this gives us a figure of 60c for the registration. Unfortunately I have seen no others to confirm this.

C229 x2 10

Figure 16. 27 December 1940. Front and back of a 5g registered cover to Italy, franked 120c.

And finally - a cover from Kay Rasmussen dated 9 May 1939, franked 78c, being 8c postage plus 2 x 35c air, slap bang in the middle of a group of covers all franked 30c per 5g to the USA! Unless another, similar cover comes to light, we must assume it is an error.

This is the situation at present.

9	2 June 1937 - 3 March 1938		3c/20g +1c tax	3c		4½c	7½c/20g; 4½c/20g +1c tax	10c	8c
	airmail per 14g	unchanged				unchanged			
10	25 March 1938 - 27 April 1939	3c	7c/20g			13½c	22½c/20g; 13½c/20g	30c	24c
	airmail per 14g	unchanged				unchanged			
11a	29 April 1939 - 29 June 1939		8c/20g	20c	10c	18c	30c/20g; 18c/20g	40c	33c
	airmail per 5g	Costa Rica 25c, North 30c, Curacao 65c				Europe 35c			
11b	25 January 1940 - 22 Nov 1940	unchanged					30c/20g	60c	
	airmail per 5g					Europe 30c			